

To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

April 19, 2006

Dwight Sanders
State lands commission,
100 Howe Avenue
Suite 100 South
Sacramento California 95825-8202

Re: Stop Cabrillo Port LNG

Dear Mr. Sanders,

Please stop Cabrillo port LNG industrial plant from progressing any further in the permit process. California law prohibits industrial intrusion on highly scenic areas. The last remaining wild areas on the Southern California Coast will be permanently despoiled if this industrial plant is installed. In fact over 10 national parks, national recreation areas, state, city and county parks will be despoiled. This would forever impact the quality of life of the areas residents and negatively impact the millions of visitors who come to hike and enjoy the seashore. In addition, federal and state governments own studies show that this project would:

- result in both short term and long term adverse impacts to the coast and it's residents.
- Increase smog levels (tons of pollutants spewing directly upwind from our houses, beaches and hiking trails.
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- be visible from all elevations in malibu from downtown Malibu all the way to Port Hueneme.
- require a "security zone" of 2.3 miles around it. (to protect from terrorism, accidents etc) which is in the same shipping channel where 10,000. container ships and oil tankers use annually.

There are many more negative impacts than the above "official" ones disclosed by the federal and state study.

PLEASE do not allow this to go forward. We, the citizens of Southern California will fight this project until it is derailed. Our money and time can be spent on projects that truly will improve the quality of life in Southern California rather than just provide an opportunity for foreign Companies to sell us gas that they and we do not need.

Sincerely,



Alisa Jacob
17153 Palisades Drive
Pacific Palisades, Ca 90272.

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Sincerely,



OFIR JACOB
17153 Palisades Drive
Pacific Palisades, Ca
90272

P321

Comment Form/Formulario Para Comentarios

Cabrillo Port LNG Deepwater Port—Revised Draft EIR
Puerto de Aguas Profundas de LNG en el Puerto de Cabrillo—Borrador Revisado del EIR

To receive a copy of the Final EIS/EIR, you must provide your name and address.
 Para recibir una copia del EIS/EIR Final, por favor proporcionar su nombre y dirección.

Name (Nombre): Robin Jacob

Organization/Agency (Organización/Agencia): _____

Street Address (Calle): 1900 Kapalua Dr

City (Ciudad): Oxnard CA

State (Estado): CA Zip Code (Código Postal): 93036

email address (dirección de correo electrónico):

radads@cs.com

**Please provide written comments on the reverse
 and drop this form into the comment box.**

**Proporcione por favor los comentarios escrito en el revés y colóque esta forma
 en la caja del comentario.**

**You may also address any written comments
 to the attention of:**

Dwight E. Sanders
 California State Lands Commission
 Division of Environmental Planning and
 Management
 100 Howe Avenue, Suite 100-South
 Sacramento, CA 95825
Include the State Clearinghouse number:
2004021107

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 to: BHPRevisedDEIR@slc.ca.gov**

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**Los comentarios también se pueden enviar
 por correo electrónico a:**
BHPRevisedDEIR@slc.ca.gov

**All comments must be received
by 5 p.m. Pacific Time, May 12, 2006**

**Todos los comentarios debe ser recibido
por 5 de la tarde, hora Pacifico, el 12 de mayo de 2006**

Comments/Comentarios (Use additional sheets if necessary/Puede utilizar hojas adicionales si es necesario):

A large earthquake in the Channel Islands Pavlt
WILL CAUSE a tsunami, according to the U.S. Geological
Survey. A simulation of such tsunami with technical data
can be found on the U.S.G.S. website. In such a case,
the Cabrillo Port would be ripped from its moorings &
pipeline, and a horrid release would ensue, with concomitant
fire & possible explosion along the pipeline. P321-1

LNG being shipped across the high seas from Australia is highly
objectionable. P321-2

If the port is put in, the Prop 65 warning will have to be put on
Billboards all through Ventura County. P321-3

P321-1

Section 4.11 contains information on seismic and geologic hazards and mitigation that specifically addresses the potential damage to proposed pipelines from a direct rupture along fault lines. Appendices J1 through J4 contain additional evaluations of seismic hazards. If the FSRU were to become unmoored, the patrolling tugboats would be used to hold it in place. Section 4.3.1.4 addresses this topic. Section 4.2.7.6 and the Independent Risk Assessment (Appendix C1) contain information on public safety impacts from various incidents at the FSRU. The analysis indicates that the maximum impact distance of an accident would involve a vapor cloud dispersion extending 6.3 nautical miles (7.3 miles) from the FSRU. The FSRU would be located approximately 12.01 nautical miles (13.83 miles) offshore; therefore, consequences of an accident involving LNG transport by carrier and storage on the FSRU would extend no closer than 5.7 nautical distance (6.5 miles) from the shoreline. Section 4.2.8 addresses public safety associated with the pipelines. Section 4.2.8.4 discusses the estimated risk of Project pipeline incidents.

P321-2

Sections 1.2.5 and 1.3 address the importation of natural gas from Australia. Section 1.3 also addresses the jurisdiction of LNG carriers crossing the Pacific Ocean.

P321-3

Methane (LNG or natural gas) is not included on the June 9, 2006, Proposition 65 list of chemicals known to the State to cause cancer or reproductive toxicity (see Sections 4.2.7.1, 4.2.8.1, and 4.12.2).

No action will be taken until the environmental review process is completed.

No se tomará ninguna acción hasta que el proceso de revisión ambiental se haya terminado.



SAMUEL JACOBSON, D.D.S., M.D.
F.R.A. / A.M.E. • Student & All Classes

2nd Floor Signature Hangar • Oxnard Airport
1601 W. Fifth St. • Oxnard, CA 93030
Call For Appointment (805) 984-4310

P457

2006/P457

Re: LNG permits # 2004021107 4/7/06

To whom it may concern:

I am a resident in the Mandalay Reliant Plant area & wish to convey the fact that the community is unified in their opposition to the proposal before your board. Let me also call your attention to the fact that the population in that immediate area is expanding enormously creating a potentially catastrophic impact in the event of an inevitable problem. The new residents should have a say in their well-being & not be placed in jeopardy by default.

Thank you for your understanding.
Respectfully,
S. Jacobson.

P457-1

P457-1

The Mandalay Shores residential community is located near the Reliant Energy Mandalay Generating Station, which is analyzed in this document as an alternative shore crossing location for the Santa Barbara Channel/Mandalay Shore Crossing/Gonzales Road Pipeline. The proposed Project pipeline would come ashore and extend under Ormond Beach and terminate at the Reliant Energy Ormond Beach Generating Station.

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

P457-2

Section 4.2.8 contains information on safety requirements for pipelines. Section 4.13.1 discusses the proximity of the proposed pipeline routes to residences and schools. Figure 4.13-3 shows the general plan and zoning designations for this alternative. Section 4.13.5.2 contains additional information on land uses in this area.

P457-2

P457-3

Section 1.1 discusses regulations and agencies involved in the licensing and potential approval of the proposed Project. The USCG and MARAD will hold a final public hearing on the license with a 45-day comment period before the Federal Record of Decision is issued. The CSLC also will hold a hearing to certify the EIR and make the decision whether to grant a lease. Section 1.5 contains additional information regarding public notification and opportunities for public comment.

P457-3

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Sincerely,

Kathryn James
Kathryn James.
27537 PCH
malibu Ca 90265

V229

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Cabrillo Port LNG Deepwater Port—Revised Draft EIR
Puerto de Aguas Profundas de LNG en el Puerto de Cabrillo—Borrador Revisado del EIR

To receive a copy of the Final EIS/EIR, you must provide your name and address.
 Para recibir una copia del EIS/EIR Final, por favor proporcionar su nombre y dirección.

Name (Nombre): TERRENCE T. JANISCH

Organization/Agency (Organización/Agencia): _____

Street Address (Calle): 1530 W. Gonzales Apt 123

City (Ciudad): Oxnard

State (Estado): Ca Zip Code (Código Postal): 93036

email address (dirección de correo electrónico):

TERRENT@RADIOLAZER.COM

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Comments/Comentarios (Use additional sheets if necessary/Puede utilizar hojas adicionales si es necesario):

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

No action will be taken until the environmental review process is completed.

No se tomará ninguna acción hasta que el proceso de revisión ambiental se haya terminado.

**Terry Janisch
Oxnard Afternoon and Evening Hearing Testimony
On Revised Draft EIR
Oxnard Performing Arts Center
Wednesday, April 19, 2006
1:00 p.m. and 6:30 p.m.**

Thank you for allowing me the time to speak before you today.

My name is Terry Janisch.

I have lived and worked in Oxnard for more than 15 years and I am very proud to call it my home.

Over the years, I have seen a lot of growth here in Oxnard and in Ventura County. A lot of it has been good with more homes for our working families, economic development to bring more investment into our city and an increase in tourism that will bring more dollars to our local economy.

Even more, Ventura County's population is expected to increase more than 30 percent by 2030. 30 percent!

With all of these changes and growth, one has to wonder will we have enough energy to meet our current needs let alone our future needs?

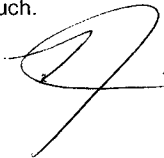
I think we will if we have Cabrillo Port. We really need to consider the facts and nothing but the facts when we consider Cabrillo Port.

I believe our community will be safe as I have full confidence that our state officials put public safety first when they released the revised draft environmental impact report.

So, it is important for all of us to not let a few individuals talk for the rest of us with their misinformation, but rather read the report for ourselves and come to our own conclusion.

As for me, I support Cabrillo Port and hope that you will grant the necessary approvals to build it.

Thank you very much.



V229-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

V229-1

P478

Dwight Sanders
State Lands Commission
100 Howe Ave., #100-South
Sacramento CA 95825


Following are my comments re LNG terminal offshore near Oxnard/Malibu:

- Installation of underwater and onshore pipelines in earthquake prone areas
- Major disruption and negative impact on natural habitat of Channel Islands National Park and Marine Sanctuary.
- Potential danger in shipping lanes to extensive water traffic.

All of these concerns are valid and so important that this project should not be considered any further. Keep in mind that for the future good of the country as a whole, the focus should be on conservation education. Clear thinking indicates that providing more fuel simply causes the false premise that fuel consumption can continue without end when the fact is that natural and man-made disasters can tragically bring our normal way of life to a complete stop.

Financial and other resources are far better spent on educating the public in conservation, and in slowly bringing about major changes in transportation systems (i.e., more public transport, production of smaller more fuel-efficient vehicles) and production of renewable sources of energy, e.g. wind farms.

This is a time for strong leadership by government at all levels to bring about an understanding of the facts and the truth of our untenable position in the matter of non-renewable fossil fuels.


Loretta Jeffries
5127 Breakwater Way
Oxnard CA 93035

P478-1

Section 4.11 contains information on seismic and geologic hazards and mitigation that specifically addresses the potential damage to proposed pipelines from a direct rupture along fault lines. Appendices J1 through J4 contain additional evaluations of seismic hazards.

P478-2

The FSRU would be located outside of the current boundary of the Channel Islands National Marine Sanctuary (CINMS) and vessels associated with Cabrillo Port operations would not be expected to enter the CINMS. Sections 4.7.1.4, 4.13.2.2, and 4.20.1.5 discuss the potential expansion of the CINMS boundary, which is not proposed at this time. Sections 4.7.4, 4.15.4, 4.16.4, and 4.18.4 describe potential impacts on the marine environment and proposed mitigation measures to reduce those potential impacts.

| P478-1

| P478-2

| P478-3

| P478-4

| P478-5

The proposed Project would not be expected to affect the overall health of the coastal ecosystem. Section 4.1.1 reflects the results of the National Oceanic and Atmospheric Administration's recent biogeographic assessment conducted in conjunction with the development of a revised management plan for the Channel Islands National Marine Sanctuary.

P478-3

Section 4.3.4 contains information on potential impacts associated with the increased vessel traffic due to the proposed Project and mitigation measures to address such impacts.

P478-4

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

P478-5

Sections 1.2.2, 1.2.3, 1.2.4, 3.3.1, 3.3.2, and 4.10.1.3 contain information on the need for natural gas, the role and status of energy conservation and renewable energy sources, and the California Energy Action Plan.

Sections 3.3.1 and 3.3.2 address conservation and renewable energy sources, within the context of the California Energy Commission's 2005 Integrated Energy Report and other State and Federal energy reports, as alternatives to replace additional supplies of natural gas.

P248

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Sincerely,

Bonnie Jenkins
(JENKINS)
8406 MIPOLAR RD
MALIBU CA 90215

Old Painters' Ranch

8406 Mipolomol Road, Malibu, CA 90265

State Lands Commission
100 Howe Avenue, Suite 100-South
Sacramento, CA 95825

May 8, 2006

Dear Commissioners:

We are writing to vehemently oppose the proposed BHP Billiton Cabrillo Port Offshore LNG Terminal. The EIR is unacceptably deficient in its assessment of safety risks, human health effects and damage to the marine environment. Nonetheless, it still demonstrates the potential for devastating and unmitigatable impacts in each of these areas.

Safety

The EIR does not assess let alone propose mitigation for a worst case scenario terminal accident. Further, to run a pipeline over a major earthquake fault and through an area which, over the next decade, will be home to over a million people poses unacceptable and unnecessary risks.

Health

The calamitous potential for hazards to safety pale in comparison to the day-in and day-out unmitigated environmental degradation associated with the normal operation of the facility. The air pollution created by the terminal, the tankers carrying the LNG and the other associated vessels vastly exceeds the limits of both the Los Angeles and Ventura Air Quality Districts. By locating the terminal beyond the jurisdiction limits of these districts, BHP avoids the compliance standards, which it cannot come close to meeting. But unless the direction of the prevailing winds can be reversed, the residents of Los Angeles, Ventura and Santa Barbara Counties will suffer a significant increase in air pollution. This gross violation of state air pollution standards is verified in the EIR despite its failure to calculate the full amount of pollutants generated by tankers and tugboats. There is no mitigation for the additional air pollution this facility will contribute to the Southern California basin.

Environment

This facility poses a major threat to marine resources. The warm water discharge grossly violates both state and federal thermal discharge standards. This in itself poses a serious hazard in both the terminal's immediate environment and to the nearby marine sanctuary. Further, the EIR is deficient in its evaluation of impacts to water quality and marine life. It fails to assess the effects of fuel and sewage discharge resulting from the increased tanker traffic. It does not fully assess the impact of increases in ship traffic, noise, thermal discharge and air and water pollution on the numerous protected and endangered wildlife species, from abalone to blue whales, which inhabit the area. It does not assess the effect of the mass destruction of plankton caused by the sea water intake and thermal discharge, nor, therefore, the impact on every species up the food chain.

For the State to grant permission for a major industrial development in the midst of two National Parks: Channel Islands and Santa Monica Mountains, and a State Park and Wilderness Area: Pt Mugu and Serrano Valley would be a travesty. These areas are protected because they are unique in the world. To pollute them would be a grave tragedy.

Finally, the EIR does not evaluate alternative energy options including wind, solar and conservation measures. Increasing reliance on foreign fossil fuel is contrary to the interests of the citizens of California.

P383-1

P383-2
P383-3

P383-4

P383-5

P383-6

P383-7

P383-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

P383-2

NEPA does not require "worst-case analysis" but does require the agency to prepare a summary of existing relevant and credible scientific evidence and an evaluation of adverse impacts based on generally accepted scientific approaches or research methods. However, the Independent Risk Assessment (IRA) (Appendix C1) defines and evaluates representative worst credible cases (scenarios of events that would lead to the most serious potential impacts on public safety). These included accidents that would affect one, two, or all three tanks of the FSRU.

As shown in Tables 4.2-1, 4.2-2, 4.2-7, and 4.2-8, the release of the contents of all three tanks (the entire contents of the FSRU and an attending LNG carrier) is addressed in the escalation scenario associated with a large intentional event. Section 4.2.7.6 contains additional information on how intentional events are addressed. Although the 2006 U.S. Department of Energy's Sandia National Laboratories third-party technical review of the 2004 IRA found that the three-tank simultaneous release (a massive LNG release in a short time period) was not credible, Sandia recommended the consideration of a cascading (escalation) three-tank scenario.

Impact PS-2 in Section 4.2.7.6 contains information on a potential release of LNG due to a high-energy marine collision or intentional attack. AM PS-2a, AM PS-1a, AM PS-1b, AM PS-1c, AM PS-1d, AM MT-3a, AM MT-3b, AM MT-3c, AM MT-3d, and AM MT-3e are measures the Applicant has incorporated into the proposed Project. MM PS-1e, MM PS-1f, MM PS-1g, MM MT-3f, and MM MT-3g are mitigation measures that have been proposed to address this potential impact.

P383-3

Section 4.11 contains information on seismic and geologic hazards and mitigation that specifically addresses the potential damage to proposed pipelines from a direct rupture along fault lines. Appendices J1 through J4 contain additional evaluations of seismic hazards.

P383-4

The Project has been modified since issuance of the March 2006 Revised Draft EIR. See Section 1.4.2 for a summary of Project changes. Section 4.6.1.3 and Impact AIR-5 in Section 4.6.4 contain

a revised discussion of Project emissions and proposed control measures. Section 4.6.4 discusses the health effects attributed to air pollutants and includes revised impacts and mitigation measures.

P383-5

The Project has been modified since issuance of the March 2006 Revised Draft EIR. See Section 1.4.2 for a summary of Project changes. A closed loop tempered water system would replace the seawater cooling system. Section 2.2.2.4 contains a description of the proposed uptakes and water uses for the FSRU. Section 4.7.4 discusses uptake volumes and potential impacts of seawater uptake and discharge, including those on ichthyoplankton from intake of seawater, and those on water quality and the marine environment from thermal discharges of cooling water. Table 4.18-8 lists major Federal, State, and local laws and regulations related to water quality and sediments that the Applicant would be required to follow, including the applicability of the Thermal Plan. Appendix H1 is the Cabrillo Port Ichthyoplankton Impact Analysis, which includes both literature results and data from California Cooperative Oceanic Fisheries Investigations (CalCOFI) surveys. CalCOFI surveys have been consistently collected over a period of time and are the best data available.

Table 2.1-2 provides the distances between the FSRU and points of interest, including the Channel Islands National Marine Sanctuary (CINMS). At approximately 12.61 nautical miles (14.5 miles) away, the closed loop tempered water system is not expected to have a thermal effect on the CINMS.

Section 2.2.2.6 of the Revised Draft EIR, under "Wastewater Treatment and Discharge," contains information on the amount of gray water that would be discharged. Gray water would be discharged from the FSRU in accordance with a facility-specific NPDES permit issued by the USEPA.

Section 2.1 contains information on the regulations that the LNG carriers must meet under Vessel Standards Certificates of Class including the International Convention for the Prevention of Pollution from Ships. Section 4.18.2 contains information on the regulations with which BHPB would comply to treat, discharge, and/or dispose of wastes and wastewaters. Section 4.18.4 contains additional information on this topic.

Impact BioMar-6 in Section 4.7.4 addresses marine biological impacts resulting from FSRU and LNG carrier spills; Impact BioMar-7 addresses sewage spills. Section 4.18.4 addresses

impacts on water quality resulting from such spills or releases. Section 4.3.4 addresses Project impacts on maritime traffic; Impacts BioMar-3 and BioMar-5 in Section 4.7.4 address potential noise impacts on fish and marine mammals; Section 4.6.4 addresses air quality impacts; and Section 4.7.4 addresses terrestrial biological impacts.

P383-6

Section 4.15.4 contains information on potential impacts on recreational activities. The FSRU is not located in or near any park or recreational area. The boundary of the Channel Islands National Park is more than 17 NM away at its closest point on Anacapa Island. Table 2.1-2 contains additional information on distances from the FSRU to points-of-interests and the potential expansion of the CINMS. The Santa Monica Mountains National Recreation Area is more than 12 NM away from the FSRU, as are all other State parks and recreations areas. The only recreational facility crossed by the proposed onshore pipelines is the multi-use trail along the South Fork Santa Clara River in Santa Clarita, which would be temporarily affected during construction but restored afterwards. Appendix F contains additional view simulations from recreation areas.

P383-7

Sections 1.2.2, 1.2.3, 1.2.4, and 4.10.1.3 contain information on the need for natural gas, the role of foreign energy sources, and the California Energy Action Plan. Sections 3.3.1 and 3.3.2 address conservation and renewable energy sources, within the context of the California Energy Commission's 2005 Integrated Energy Report and other State and Federal energy reports, as alternatives to replace additional supplies of natural gas.

This proposal is not environmentally sound. Its many and vast harmful effects cannot be mitigated. It will threaten the safety and damage the health of millions of people in three coastal counties to fill an unproven need for which less harmful alternatives exist. It will cause irreversible harm to the native inhabitants of unique and irreplaceable ecosystems both on land and in the ocean. No one supports this facility except for those who would make money from it. We urge the Commission to reject the BHP Billiton Cabrillo Port Offshore LNG Import Terminal.

Your truly,



Connie J. Jenkins

and



Thomas W. Jenkins

P383-8

P383-9

P383-8

The EIS/EIR contains substantial mitigation to avoid or reduce potential significant impacts to a level below significance criteria.

The EIS/EIR identifies and assigns significance to all levels of impacts as required by NEPA. The EIS/EIR also identifies unavoidable significant (Class I) impacts. The Administrator of MARAD under the authority of the Deepwater Port Act, the California State Lands Commission, and the Governor of California have to balance the benefits of the Project against its unavoidable environmental risks. In accordance with section 15093 of the State CEQA Guidelines, the CSLC would have to make a Statement of Overriding Considerations addressing Class I impacts prior to approval of the proposed pipeline lease application.

The lead Federal and State agencies share the responsibility to ensure that mitigation measures are implemented. Table 6.1-1 in Chapter 6 is the basis for the Mitigation Monitoring Program, which would be implemented, consistent with section 15097(a) of the State CEQA Guidelines, to ensure that each mitigation measure is incorporated into Project design, construction, operation, and maintenance activities.

P383-9

Sections 1.2.2 and 1.2.3 contain updated information on natural gas needs in the U.S. and California. Forecast information has been obtained from the U.S. Department of Energy's Energy Information Agency and from the California Energy Commission.

Comment Form/Formulario Para Comentarios

Cabrillo Port LNG Deepwater Port—Revised Draft EIR
Puerto de Aguas Profundas de LNG en el Puerto de Cabrillo—Borrador Revisado del EIR

To receive a copy of the Final EIS/EIR, you must provide your name and address.
 Para recibir una copia del EIS/EIR Final, por favor proporcionar su nombre y dirección.

Name (Nombre): Paul Jenkins

Organization/Agency (Organización/Agencia): _____

Street Address (Calle): _____

City (Ciudad): _____

State (Estado): _____ Zip Code (Código Postal): _____

email address (dirección de correo electrónico): _____

**Please provide written comments on the reverse
 and drop this form into the comment box.**

**Proporcione por favor los comentarios escrito en el revés y colóque esta forma
 en la caja del comentario.**

**You may also address any written comments
 to the attention of:**

Dwight E. Sanders

California State Lands Commission
 Division of Environmental Planning and
 Management
 100 Howe Avenue, Suite 100-South
 Sacramento, CA 95825

**Include the State Clearinghouse number:
 2004021107**

**Comments may also be submitted via email
 to: BHPRevisedDEIR@slc.ca.gov**

**Usted puede dirigir también cualquier
 comentario escrito a la atención de:**

Dwight E. Sanders

California State Lands Commission
 Division of Environmental Planning and
 Management
 100 Howe Avenue, Suite 100-South
 Sacramento, CA 95825

**Incluir el número de State Clearinghouse:
 2004021107**

**Los comentarios también se pueden enviar
 por correo electrónico a:
 BHPRevisedDEIR@slc.ca.gov**

**All comments must be received
by 5 p.m. Pacific Time, May 12, 2006**

**Todos los comentarios debe ser recibido
por 5 de la tarde, hora Pacífico, el 12 de mayo de 2006**

P319-1

Thank you for the information.

P319-2

Impact BioMar-5 in Section 4.7.4 contains revised information on noise impacts on marine mammals. Section 4.20.3.7 contain revised information on cumulative noise impacts on marine mammals.

Comments/Comentarios (Use additional sheets if necessary/Puede utilizar hojas adicionales si es necesario):

Channel Islands National Marine Sanctuary is a unique ocean resource rich in biodiversity. A recent technical paper published by the IEEE (Electrical Engineers) describes the risk of noise in the ocean to marine mammals (dolphins, whales, porpoises) over the past 40 years, noise in the ocean has doubled each decade. This is a cumulative effect of industrialization and militarization of the world oceans. The cumulative impacts of the BHP project do not adequately address these impacts.

P319-1

P319-2

No action will be taken until the environmental review process is completed.

No se tomará ninguna acción hasta que el proceso de revisión ambiental se haya terminado.

V207

April 17, 2006

Mr. Dwight Sanders
California State Lands Commission
Division of Environmental Planning and Management
100 Howe Ave., Suite 100-South
Sacramento, CA 95825-8202
Via Fax: 916-574-1885

RE: Cabrillo Port LNG Terminal
State Clearinghouse No. 2004021107

Mr. Sanders,

This past winter, our natural gas bills were higher than I can remember. Surely, the state can't allow high natural gas prices to continue. I believe the Cabrillo Port project is the right solution. It will bring in more gas supplies, which will keep prices from rising, and expand the state's supply base so our hands won't be tied whenever there are price fluctuations.

The revised draft environmental impact report responded to public comments from previous hearings and provides more information about biological resources, water resources, endangered species, oak trees, cultural resources, and other important issues. I see no reason why this project should not be approved and permitted to safely operate.

Regards,

Rebecca Jensen

V207-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

V207-1

To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

April 19, 2006

Dwight Sanders
State lands commission,
100 Howe Avenue
Suite 100 South
Sacramento California 95825-8202

Re: Stop Cabrillo Port LNG

Dear Mr. Sanders,

Please stop Cabrillo port LNG industrial plant from progressing any further in the permit process. California law prohibits industrial intrusion on highly scenic areas. The last remaining wild areas on the Southern California Coast will be permanently despoiled if this industrial plant is installed. In fact over 10 national parks, national recreation areas, state, city and county parks will be despoiled. This would forever impact the quality of life of the areas residents and negatively impact the millions of visitors who come to hike and enjoy the seashore. In addition, federal and state governments own studies show that this project would:

- result in both short term and long term adverse impacts to the coast and it's residents.
- Increase smog levels (tons of pollutants spewing directly upwind from our houses, beaches and hiking trails.
- contain 14 story high pollution spewing industrial towers with lines of support ships which forever will be our new horizon. This towers will be brightly lit at night being a 24 hour eye sore .
- harbor the possibility of a 14 mile wide explosive flash fire due to an accident of terrorist attack.
- be visible from all elevations in malibu from downtown Malibu all the way to Port Hueneme.
- require a "security zone" of 2.3 miles around it. (to protect from terrorism, accidents etc) which is in the same shipping channel where 10,000. container ships and oil tankers use annually.

There are many more negative impacts than the above "official" ones disclosed by the federal and state study.

PLEASE do not allow this to go forward. We, the citizens of Southern California will fight this project until it is derailed. Our money and time can be spent on projects that truly will improve the quality of life in Southern California rather than just provide an opportunity for foreign Companies to sell us gas that they and we do not need.

Sincerely,

Charleen Kahan
3858 CROSS CREEK
MALIBU, CA 90265

CHARLEEN KAHAN

From: Bruce Kaufman [bkaufman@charter.net]
Sent: Friday, May 05, 2006 8:13 PM
To: BHPRRevisedDEIR@slc.ca.gov
Subject: LNG

This is to notify you that I am opposed to an LNG station off our coast here in Malibu.
VOTE NO.
Bruce Kaufman

V041-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

| V041-1

State of California Lands Commission
U.S. Coast Guard

Subject: Hearing on Review of EIS/EIR for Billiton Cabrillo Port - April 18, 2006 - Malibu Ca.,

The Board of Directors of Malibu Township Council oppose siting of any LNG terminal off the Malibu coastline. MTC is a community organization that represents residents of greater Malibu - including the unincorporated County as well as the City of Malibu. For 59 years we have supported beneficial causes, and opposed detrimental proposals that would affect the residents and environment of Malibu - both on land and sea.

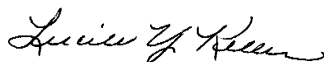
Many years ago we were told that having a nuclear power plant located on an earthquake fault on Malibu's immediate shoreline would be beneficial for the entire area, and not detrimental to the community. We, along with many others, strenuously opposed that proposal - and eventually prevailed.

Now we are told that siting one or more Liquefied Natural Gas Terminals in the ocean off Malibu's coastline will be beneficial to the greater community, and will not present risks of detrimental effects to the coastal residents or the environment of the ocean or coast.. Yet, with each subsequent review of these proposals more substantial potential risks are revealed.

A government re-examination of the proposal states the port "would result in both short and long-term adverse impacts" to the coast and its residents that cannot possibly be mitigated. Increased smog levels and the intrusion of a 14 story high factory ship on Malibu's horizon were cited. The new report acknowledges that the LNG terminal and its attending fleet of ships would be visible from Pepperdine in Malibu, west to Port Hueneme. At hearings in 2004 the possibility of terrorist activity aimed at the port was raised. Such activity could have disastrous effects on Malibu and surrounding coastal communities.

It is proposed to lay some 22 miles of undersea pipelines through a sea that holds an earthquake fault - how can we be assured that if that fault ruptures, the pipeline will remain intact?

MTC opposes this and any other facilities off the Malibu coast which could adversely effect Malibu's environment or residents.



Lucile Y. Keller, Secretary

cc: Sierra Club

| G200-1

G200-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

G200-2

Sections 4.6.4 and 4.18.4 discuss the Project's potential impacts on air and water quality. Sections 4.7.4 and 4.8.4 discuss the Project's potential effects to the marine and terrestrial environments. Section 4.2 and Appendix C contain information on public safety risks.

G200-3

Sections 5.2 and 5.3 discuss this topic.

G200-4

Section 4.6.4 contains information on potential air quality impacts and mitigation measures to address such impacts. Figure 2.2-1 shows the height of structures above the loaded waterline, which is also discussed in Section 4.4.1.1.

| G200-2

G200-5

Section 4.4 and Appendix F contain information on visual resources, impacts, and mitigation. Appendix F describes how visibility from various distances was evaluated and provides additional simulations prepared for viewpoints at elevated sites along the Malibu coastline and inland areas.

| G200-3

| G200-4

| G200-5

| G200-6

G200-6

Table 4.2-2 and Sections 4.2.6.1 and 4.2.7.6 contain information on the threat of terrorist attacks.

| G200-7

G200-7

Section 4.11 contains information on seismic and geologic hazards and mitigation that specifically addresses the potential damage to proposed pipelines from a direct rupture along fault lines. Appendices J1 through J4 contain additional evaluations of seismic hazards.

>>> <Pal33217@aol.com> 05/04/2006 2:28 PM >>>

I am writing you to ask you to reject the proposal by BHP Billiton to build a terminal off the coast of California.

Recently, we have been watching the gray whales swimming close to the

shoreline feeding off the reef that is very near to the proposed site of this terminal. My fear is that building this will have an imitable effect on the marine life in these waters. I also fear that residents in the area will also be put at risk in the event of a spill, leak, explosion, vapor cloud or other such incident.

Please

don't let the beauty of this part of the California coast be destroyed by building a 14 story, toxic spewing factory. This plan is an environmental time bomb. Please reject this proposal.

Carol Gable

P038-1
P038-2

P038-3

P038-4

P038-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

P038-2

Figure 4.7-1 and Section 4.7.1.5 discuss whales and their migration routes. BioMar-5, BioMar-8, and BioMar-9 in Section 4.7.4 address impacts and present mitigation measures to minimize impacts on whales. Section 4.7.4 also addresses impacts on other marine biological resources.

P038-3

Section 4.2.7.6 and the Independent Risk Assessment (Appendix C1) contain information on public safety impacts from various incidents at the FSRU. The analysis indicates that the maximum impact distance of an accident would involve a vapor cloud dispersion extending 6.3 nautical miles (7.3 miles) from the FSRU. The FSRU would be located approximately 12.01 nautical miles (13.83 miles) offshore; therefore, consequences of an accident involving LNG transport by carrier and storage on the FSRU would extend no closer than 5.7 nautical miles (6.5 miles) from the shoreline. Figure ES-1 depicts the consequence distances surrounding the FSRU location for worst credible events.

P038-4

Section 4.4 contains information on the visual aspects of the Project, potential impacts, and measures to address such impacts. See Impact AES-1 in Section 4.4.4, which states, "[t]he FSRU would appear similar in shape to commercial vessels that are frequently seen in the Project area." Table 4.3-1 contains information on the numbers and representative sizes of vessels that are commonly found in the proposed Project area, and Appendix F contains additional simulations.

Carol Kelsey Gable
33340 Pacific Coast Highway
Malibu, California
90265

Dwight E. Sanders
California State Lands Commission
Division of Environmental Planning and Management
100 Howe Avenue Suite 100 South
Sacramento, Ca
95825

May 1, 2006

Dear Mr. Sanders,

I am writing to you in opposition of building a liquefied natural gas factory off the coast of Malibu. I am referring to BHP Billiton's Cabrillo Port project. I fear that this project will harm and pollute the air, ocean and coastline. Currently the water is pristine and the reef in front of our residence is filled with marine life.

For the past month, my husband and I have been privileged to watch many gray whales pass very close by our home on their journey from Baja to their summer feeding grounds. Whales take the same coastal path year after year and feed on this reef as they make their journey north. We are just east of Leo Carillo and my fear is that the whales and other marine life that are in these waters would be effected by building the LNG terminal nearby.

I fear that nearby residents will also be put at risk in the event of a spill, leak, explosion, vapor cloud or other such accident. We have had several offshore earthquakes in the past month off the coast of Malibu. I also believe this type of plant to be detrimental to the earth in terms of global warming and health effects. The gas has been found to contain radioactive compounds and carcinogens. The night lighting will have an immitigable impact on marine life.

The beauty of the California coast in Santa Barbara has been destroyed by off-shore oil rigs. The California Coastal commission has been intent on trying to stave off over-development on the coastal side but a 14 story toxic spewing LNG factory will be an eye sore much like the oil rigs off the coast of Santa Barbara.

There are many reasons not to build this terminal off the coastline of California. Please help to prevent the building of this liquefied natural gas factory off our coast. It appears to be an environmental time bomb.

Sincerely,

Carol Kelsey Gable
Carol Kelsey Gable

P306-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

P306-2

Sections 4.6.4 and 4.18.4 discuss the Project's potential impacts on air and water quality. Sections 4.7.4 and 4.8.4 discuss the Project's potential effects on the marine and terrestrial environments.

P306-3

Section 4.7.1.5 discusses whales in the Project area, and Impacts BioMar-4 and BioMar-5 in Section 4.7.4 discuss potential impacts to marine mammals. Section 4.7.4 discusses potential impacts to marine life.

P306-1
P306-2

P306-4

Section 4.2.7.6 and the Independent Risk Assessment (Appendix C1) contain information on public safety impacts from various incidents at the FSRU. The analysis indicates that the maximum impact distance of an accident would involve a vapor cloud dispersion extending 6.3 nautical miles (7.3 miles) from the FSRU. The FSRU would be located approximately 12.01 nautical miles (13.83 miles) offshore; therefore, consequences of an accident involving LNG transport by carrier and storage on the FSRU would extend no closer than 5.7 nautical miles (6.5 miles) from the shoreline. Figure ES-1 depicts the consequence distances surrounding the FSRU location for worst credible events.

P306-3

P306-4
P306-5

P306-6
P306-7

P306-8

P306-5

Section 4.11 contains information on seismic and geologic hazards and mitigation that specifically addresses the potential damage to proposed pipelines from a direct rupture along fault lines. Appendices J1 through J4 contain additional evaluations of seismic hazards.

P306-6

Sections 4.6.1.4 and 4.6.2 contain information on Project emissions of greenhouse gases and recent California legislation regarding emissions of greenhouse gases.

P306-7

Impact BioMar-3 in Section 4.7.4 contains information on Project lighting impacts on marine life.

P306-8

Section 4.4 and Appendix F contain information on the visual

resources, impacts, and mitigation. Appendix F describes how visibility from various distances was evaluated and provides additional simulations prepared for viewpoints at elevated sites along the Malibu coastline and inland areas. Figure 2.2-1 shows the height of structures above the loaded waterline, which is also discussed in Section 4.4.1.1.

From: Hilary Kern [hilarykern@yahoo.com]
 Sent: Monday, April 24, 2006 2:14 PM
 To: BHPRevisedDEIR@slc.ca.gov
 Subject: Opposed to LNG

Dear Mr. Sanders,

I am writing you on behalf of my deep concern for the health of our people in regards to the Cabrillo Port Liquefied Natural Gas Project.

I am deeply concerned and scared by the longterm and short-term impacts that this project would incur. The emittance of Carbon Dioxide and other greenhouse gasses, the increase in air and water pollution (over 270 tons of smog-producing air pollution per year), the high risks of accidental explosions, the proximity of the building to seismically active earthquake areas, and the degrading of the ocean water quality, are all very serious matters that are not worth risking.

I urge you to make decisions that secure a safe and healthy life for all of us and our future generations.

Expanding our use of climate-safe renewable energy sources like wind, solar, geothermal and biomass to levels already mandated by California state law would provide more than enough energy to meet projected demand!!!

With this evident information it seems obvious what the safe, intelligent, and sustainable actions are to secure a thriving life for our citizens. Thank you for your time and your service to our state.

Best Wishes,
 Hilary Kern
 1140 Napoli Drive
 Pacific Palisades, CA 90272

V026-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

V026-2

Section 4.6.4 contains information about impacts of the proposed Project on air quality and mitigation that would be implemented. Sections 4.6.1.4 and 4.6.2 contain information on Project emissions of greenhouse gases and recent California legislation regarding emissions of greenhouse gases. Section 4.18.4 discusses impacts on water quality.

V026-3

Section 4.2 and Appendix C discuss public safety risks. Section 4.11 discusses earthquakes and geologic risks.

V026-4

Section 4.18.4 discusses impacts to water quality.

V026-5

Sections 1.2.2, 1.2.3, 1.2.4, 3.3.1, 3.3.2, and 4.10.1.3 contain information on the need for natural gas, the role and status of energy conservation and renewable energy sources, and the California Energy Action Plan. Sections 3.3.1 and 3.3.2 address conservation and renewable energy sources, within the context of the California Energy Commission's 2005 Integrated Energy Report and other State and Federal energy reports, as alternatives to replace additional supplies of natural gas.

From: Brian Kessler [briankessler100@sbcglobal.net]
Sent: Monday, May 08, 2006 1:44 PM
To: BHPRevisedDEIR@slc.ca.gov
Subject: No LNG

I have been reading much about LNG and development in Africa by Mobil-Exxon. Please keep this off our coasts, we have to deal with existing fuels before opening the flood gate to more pollution. And no, I do not want cleaner fuels that require so much cooling and heating just to delivery the product.,

Brian Kessler
Los Angeles, CA

P068-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

P068-1

From: Heikki Ketola [heka@ketola.com]
 Sent: Friday, May 12, 2006 4:16 PM
 To: BHPRevisedDEIR@slc.ca.gov
 Subject: Comments to Cabrillo DEIR

Dear Sirs,

I have been a resident of Malibu for some 12 years or so. The Cabrillo Port project will affect my life and my property values, and I object to SLC granting any permits to Cabrillo Port project because even the revised DEIR does not adequately address the impact Cabrillo Port would have in the Los Angeles Air Basin. It does not just affect the 13,500 people residing in Malibu but also the approximately 15-17 million visitors to Malibu every year (source: LA County Beaches and Harbor Dept).

The environmental and safety issues have not been adequately addressed with in the revised DEIR report. I have too many objections to include in this email so I address only two of my several concerns.

(1) The Revised DEIR discusses scenarios where 1 or 2 of the 3 LNG tanks release LNG in an accident or terrorist attack. If the Cabrillo Port loses even 1 tank it certainly raises the probability of losing the second tank in the same incident. And now if 2 tanks are gone, the probability of losing the 3rd tank is much higher and certainly is not any more close to impossible.

(2) On the environmental side the emissions from the FRSU are inadequately addressed. The emission figures are based on the FRSU operating on 800 million cubic feet per day capacity rather than the maximum capacity of 1,500 million cubic feet per day. Nobody in their right mind would build an industrial facility designed to run at about only half of its capacity. If the permit is granted, then it must include a max ceiling of operations at 800 million cubic feet per day.

Respectfully,

Heikki Ketola
 30018 Zenith Point Road
 Malibu, CA 90265
 310.457.9705 home
 310.801.4848 cellular
 heka@ketola.com

P083-1

Section 4.16.1.2 contains information on property values.

P083-2

Section 4.6.4 discusses the results of the modeling that analyzed Project impacts on onshore ambient air quality.

P083-3

Section 4.15.4 contains information on potential impacts on recreational activities and mitigation measures to address such impacts.

P083-4

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

P083-5

Section 4.2.7.6 and the Independent Risk Assessment (Appendix C1) contain information on public safety impacts from various incidents at the FSRU. The analysis indicates that the maximum impact distance of an accident would involve a vapor cloud dispersion extending 6.3 nautical miles (7.3 miles) from the FSRU. The FSRU would be located approximately 12.01 nautical miles (13.83 miles) offshore; therefore, consequences of an accident involving LNG transport by carrier and storage on the FSRU would extend no closer than 5.7 nautical miles (6.5 miles) from the shoreline.

NEPA does not require "worst-case analysis" but does require the agency to prepare a summary of existing relevant and credible scientific evidence and an evaluation of adverse impacts based on generally accepted scientific approaches or research methods. However, the Independent Risk Assessment (IRA) (Appendix C1) defines and evaluates representative worst credible cases (scenarios of events that would lead to the most serious potential impacts on public safety). These included accidents that would affect one, two, or all three tanks of the FSRU.

As shown in Tables 4.2-1, 4.2-2, 4.2-7, and 4.2-8, the release of the contents of all three tanks (the entire contents of the FSRU and an attending LNG carrier) is addressed in the escalation scenario associated with a large intentional event. Section 4.2.7.6 contains additional information on how intentional events are addressed. Although the 2006 U.S. Department of Energy's Sandia National Laboratories third-party technical review of the 2004 IRA found that the three-tank simultaneous release (a massive LNG release in a

P083-1

P083-2

P083-3

P083-4

P083-5

P083-6

short time period) was not credible, Sandia recommended the consideration of a cascading (escalation) three-tank scenario.

P083-6

Section 1.0, "Introduction," has been updated to more clearly specify the throughput figures used in the environmental analysis. As stated, "Under normal operating conditions, the annual average throughput would be 800 million cubic feet per day; however, the Applicant has calculated that maximum operating scenarios would allow deliveries of up to 1.2 billion cubic feet per day, or the gas equivalent 1.5 billion cubic feet per day on an hourly basis for a maximum of six hours. These operating conditions would only be in effect if SoCalGas were to offer the Applicant the opportunity to provide additional gas in cases of supply interruption elsewhere in the SoCalGas system, or extremely high power demand, for example, during hot summer days."

From: P Kingsley [pkingsley2000@yahoo.com]
Sent: Thursday, April 13, 2006 2:57 PM
To: BHPRevisedDEIR@slc.ca.gov
Subject: LOCATION OF LNG PORT IN OXNARD

As voters we are against the location of an LNG port off the coast of Oxnard. We have serious concerns about pollution and safety issues. We are also unconvinced that there is presently a need for LNG as a source of energy.

Sincerely,
Chris & Patty Kingsley

Do You Yahoo!?
Tired of spam? Yahoo! Mail has the best spam protection around
<http://mail.yahoo.com>

V007-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

V007-2

Sections 4.7.4 and 4.8.4 discuss the Project's potential impacts to the marine and terrestrial environments. Section 4.2 and Appendix C contain information on public safety.

V007-3

Sections 1.2.2 and 1.2.3 contain updated information on natural gas needs in the U.S. and California. Forecast information has been obtained from the U.S. Department of Energy's Energy Information Agency and from the California Energy Commission.

V007-1
V007-2
V007-3

To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

April 19, 2006

Dwight Sanders
State lands commission,
100 Howe Avenue
Suite 100 South
Sacramento California 95825-8202

Re: Stop Cabrillo Port LNG

Dear Mr. Sanders,

Please stop Cabrillo port LNG industrial plant from progressing any further in the permit process. California law prohibits industrial intrusion on highly scenic areas. The last remaining wild areas on the Southern California Coast will be permanently despoiled if this industrial plant is installed. In fact over 10 national parks, national recreation areas, state, city and county parks will be despoiled. This would forever impact the quality of life of the areas residents and negatively impact the millions of visitors who come to hike and enjoy the seashore. In addition, federal and state governments own studies show that this project would:

- result in both short term and long term adverse impacts to the coast and it's residents.
- Increase smog levels (tons of pollutants spewing directly upwind from our houses, beaches and hiking trails.
- contain 14 story high pollution spewing industrial towers with lines of support ships which forever will be our new horizon. This towers will be brightly lit at night being a 24 hour eye sore .
- harbor the possibility of a 14 mile wide explosive flash fire due to an accident of terrorist attack.
- be visible from all elevations in malibu from downtown Malibu all the way to Port Hueneme.
- require a "security zone" of 2.3 miles around it. (to protect from terrorism, accidents etc) which is in the same shipping channel where 10,000. container ships and oil tankers use annually.

There are many more negative impacts than the above "official" ones disclosed by the federal and state study.

PLEASE do not allow this to go forward. We, the citizens of Southern California will fight this project until it is derailed. Our money and time can be spent on projects that truly will improve the quality of life in Southern California rather than just provide an opportunity for foreign Companies to sell us gas that they and we do not need.

Sincerely,

Janet Kirby
7100 Birdview Ave
malibu, CA 90265

To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

April 19, 2006

Dwight Sanders
State lands commission,
100 Howe Avenue
Suite 100 South
Sacramento California 95825-8202

Re: Stop Cabrillo Port LNG

Dear Mr. Sanders,

Please stop Cabrillo port LNG industrial plant from progressing any further in the permit process. California law prohibits industrial intrusion on highly scenic areas. The last remaining wild areas on the Southern California Coast will be permanently despoiled if this industrial plant is installed. In fact over 10 national parks, national recreation areas, state, city and county parks will be despoiled. This would forever impact the quality of life of the areas residents and negatively impact the millions of visitors who come to hike and enjoy the seashore. In addition, federal and state governments own studies show that this project would:

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- Increase smog levels (tons of pollutants spewing directly upwind from our houses, beaches and hiking trails.
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- harbor the possibility of a 14 mile wide explosive flash fire due to an accident of terrorist attack.
- be visible from all elevations in malibu from downtown Malibu all the way to Port Hueneme.
- require a "security zone" of 2.3 miles around it. (to protect from terrorism, accidents etc) which is in the same shipping channel where 10,000. container ships and oil tankers use annually.

There are many more negative impacts than the above "official" ones disclosed by the federal and state study.

PLEASE do not allow this to go forward. We, the citizens of Southern California will fight this project until it is derailed. Our money and time can be spent on projects that truly will improve the quality of life in Southern California rather than just provide an opportunity for foreign Companies to sell us gas that they and we do not need.

Sincerely,

Robert C. Kirby
7100- Birdview Ave.
Malibu, Ca
90265

P449



BHP Billiton LNG International Inc.
300 Esplanade Drive, Suite 1800
Oxnard, California 93036 USA
Tel 805 604 2790 Fax 805 604 2799
www.bhpbilliton.com

May 11, 2006

Dwight E. Sanders
California State Lands Commission
100 Howe Avenue, Suite 100-South
Sacramento, CA 95825

**Re: Comments on Revised Draft Environmental Impact Report (EIR) for
Cabrillo Port Liquified Natural Gas Deepwater Port; SCH #
2004021107**

Dear Mr. Sanders:

BHP Billiton (BHPB) has reviewed the Revised Draft EIR for the Cabrillo Port Liquified Natural Gas Deepwater Port, which was released for public review on March 13, 2006. We believe the Revised Draft EIR is informative, thorough and complete. Nevertheless, we have identified several statements in the Revised Draft EIR that we feel need to be clarified in the Final EIR. (See Exhibit 1).

We have also made several comments in relation to Section 4.6, Air Quality. A primary aspect of our comments relates to BHPB's recent efforts to further reduce Project emissions. As requested by the California State Lands Commission and included in AM AIR-4a and AM AIR-4b in the Revised Draft EIR, BHPB has sought additional mitigation for the marine vessel emissions occurring in California Coastal Waters. This resulted in two primary measures. First, BHPB committed to the use of low-NOx engines in the two dedicated Project tugs. As these tugs were the primary marine vessel source of NOx emissions, the engine commitment significantly reduced the vessel NOx emissions and, therefore, Project impacts. While marine vessels in Federal waters were previously estimated to emit 163 tons per year of NOx, the current estimate is that they will emit only 96.7 tons per year of NOx. BHPB has updated the previously submitted ambient air quality impact modeling report to reflect the lower marine vessel emissions. A copy is included as Exhibit 4.

In addition to decreasing the Project vessel emissions, BHPB has entered into contracts with Sause Brothers and Olympic Tug & Barge, the owners of two tugs that

P449-1

Thank you for the information. The Project has been modified since issuance of the March 2006 Revised Draft EIR. See Section 1.4.2 for a summary of Project changes. The following Project changes would reduce emissions of nitrogen oxide and other air pollutants:

- Reduction in the number of LNG carriers and change in crew vessel trips;
- Use of natural gas to power LNG carriers in California Coastal Waters;
- Diesel-fueled support vessels with emission controls; and
- Use of specific engine standards for onshore construction equipment.

The Applicant has committed to implement the following additional measure to reduce air emissions:

- Repowering of existing non-Project vessels with cleaner-burning engines.

These changes required revisions to air pollutant emission estimates and related air quality analyses.

Section 4.6.1.3 contains revised information on Project emissions and proposed control measures. Section 4.6.4 discusses the health effects attributed to air pollutants and includes revised impacts and mitigation measures.

P449-2

AM AIR-4a. contains information on the emissions reduction program to retrofit two marine vessels; AM AIR-5a describes the use of natural gas and ultra low sulfur diesel on LNG carriers; and AM AIR-5b contains information on the use of ultra low sulfur diesel and pollution control equipment on support vessels.

P449-1

P449-2

BHP Billiton
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 Page 2

operate in California Coastal Waters. These two tugs currently utilize old, high emitting engines. BHPB is subsidizing the replacement of these engines with new low emitting engines that are expected to reduce NOx emissions in California Coastal Waters by more than the combined NOx emissions from the FSRU and the Project vessels in Federal waters. The California Air Resources Board (CARB) is completing its review of the documentation of these repower projects, but has provided a preliminary opinion that BHPB has reduced impacts below significance criteria. We have included a copy of a letter to USEPA describing the two repowering projects as documentation of these emission reductions. A copy is attached as Exhibit 3. We note that the emission reductions predicted in the letter were preliminary and could change as the final documentation is prepared. For example, the final report on the Sause Brothers repowering project submitted to USEPA and CARB on May 9, 2006 concluded that the total NOx reductions would be slightly more than what was identified in the April 21, 2006 letter to USEPA. A copy of the Sause Brothers report is attached as Exhibit 5; the Olympic Tug & Barge repower project report has not yet been finalized.

We have also suggested in our comments that the sections referring to the draft General Conformity determination be revised to reflect BHPB's comments to the USCG dated April 13, 2006. BHPB was directed to utilize the URBEMIS model to calculate the construction equipment emissions. In the context of reviewing the draft General Conformity determination, BHPB identified an error in its emission calculations. With that error corrected, the emissions are all below significance levels. A copy of that letter, which includes the corrected emissions inventory, is included as Exhibit 2.

As you can see, the information provided in these attachments represents the implementation of programs that are already identified in the Revised Draft EIR and demonstrate a substantial reduction of potential Project impacts. BHPB's Cabrillo Port is designed to be the safest and most environmentally sensitive project for providing California with a cleaner-burning fuel alternative. We appreciate your efforts to ensure that the decisionmakers and the public receive accurate information and a thorough analysis of the Project.

Sincerely,



Renee Klimczak, President
 BHP Billiton LNG International Inc.

P449-2 Continued

P449-3

In March 2006, the USCG and MARAD solicited public input on a Draft General Conformity Determination, which concluded that NOx emissions generated from Project construction activities in Los Angeles County were subject to the General Conformity Rule. All other Project-related emissions were determined not to be subject to the General Conformity Rule. Subsequent to the issuance of the Conformity Determination, BHPB provided a written commitment that all onshore pipeline construction equipment would, to the extent possible, utilize engines compliant with USEPA Tier 2, 3, or 4 non-road engine standards with Tier 2 being the minimum standard for any engine.

Project emissions were then reanalyzed to assess the potential emission reductions associated with the stated commitment and to reassess the applicability of the General Conformity Rule. The revised General Conformity analysis concluded that all applicable Project emissions would be less than *de minimis* thresholds in both Ventura and Los Angeles Counties and, therefore, not subject to the General Conformity Rule. Based on this conclusion, the USCG and MARAD will not finalize the Draft General Conformity Determination.

Section 4.6.1.3 and Section 4.6.2 contain revised Project emission estimates and a revised discussion of the applicability of the General Conformity Rule to the Project, respectively. Appendix G4 contains a copy of the revised General Conformity analysis.

P449-2
 Continued

P449-3

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Page 3

P449-4

Thank you for the information. Exhibits 1 through 5 are included as 2006 Comment Letter Attachment P449-A01.

Exhibits

- Exhibit 1: Comments to Revised Draft EIR
- Exhibit 2: Letter to US Coast Guard dated April 13, 2006, providing comments on Draft Conformity Analysis.
- Exhibit 3: Letter to Amy Zimpfer, USEPA, dated April 21, 2006, regarding emission reduction program.
- Exhibit 4: California Environmental Quality Act Air Quality Impact Assessment of the BHP Cabrillo Deepwater Port LNG Terminal, dated April 14, 2006, assessing ambient air quality impacts attributable to Project
- Exhibit 5: Line Haul Tug M/V Klihyam Low-NOx Repower Project Report, dated May 2, 2006, documenting emission reductions from repowering Sause Brothers tug.

P449-4

V238 **Comment Form/Formulario Para Comentar**

Cabrillo Port LNG Deepwater Port—Revised Draft EIR
Puerto de Aguas Profundas de LNG en el Puerto de Cabrillo—Borrador Revisado del EIR

To receive a copy of the Final EIS/EIR, you must provide your name and address.
 Para recibir una copia del EIS/EIR Final, por favor proporcionar su nombre y dirección.

Name (Nombre): Colleen Knight

Organization/Agency (Organización/Agencia): _____

Street Address (Calle): 2640 New Haven Place

City (Ciudad): Oxnard

State (Estado): CA Zip Code (Código Postal): 93035

email address (dirección de correo electrónico): _____

**Please provide written comments on the reverse
 and drop this form into the comment box.**

**Proporcione por favor los comentarios escrito en el revés y colóque esta forma
 en la caja del comentario.**

**You may also address any written comments
 to the attention of:**

Dwight E. Sanders

California State Lands Commission
 Division of Environmental Planning and
 Management
 100 Howe Avenue, Suite 100-South
 Sacramento, CA 95825

**Include the State Clearinghouse number:
 2004021107**

**Comments may also be submitted via email
 to: BHPRevisedDEIR@slc.ca.gov**

**Usted puede dirigir también cualquier
 comentario escrito a la atención de:**

Dwight E. Sanders

California State Lands Commission
 Division of Environmental Planning and
 Management
 100 Howe Avenue, Suite 100-South
 Sacramento, CA 95825

**Incluir el número de State Clearinghouse:
 2004021107**

**Los comentarios también se pueden enviar
 por correo electrónico a:
 BHPRevisedDEIR@slc.ca.gov**

**All comments must be received
by 5 p.m. Pacific Time, May 12, 2006**

**Todos los comentarios debe ser recibido
por 5 de la tarde, hora Pacifico, el 12 de mayo de 2006**

V238-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

Comments/Comentarios (Use additional sheets if necessary/Puede utilizar hojas adicionales si es necesario):

Opposed to LNG

V238-1

No action will be taken until the environmental review process is completed.

No se tomará ninguna acción hasta que el proceso de revisión ambiental se haya terminado.

From: John Kramer [kramer@pacops.com]
Sent: Wednesday, April 26, 2006 8:13 PM
To: BHPRevisedDEIR@slc.ca.gov
Subject: Public Hearing Wed April 19th

Mr. Dwight E. Sanders
 California State Lands Commission

Dear Mr. Sanders,

I attended the hearing at the Oxnard Performing Arts Center Wednesday, April 19th from 6:30 to 9:30 PM . I was 116th on the speaking list and after two hours of listening to mostly those in opposition, left my written comments in the box provided. I would just like to make a few comments on the nature of what I heard at that meeting.

I have lived in Oxnard for 11 years, am a Petroleum Consultant and have worked in the oil industry for 53 years. I am in favor of the Cabrillo Port LNG project and have not found the Revised DEIR lacking. I was a little surprised at the paranoia exhibited by most of the speakers against the project that evening. Many seemed without reason and bordered on hysteria. I must admit, however, that a few were well thought out and can be addressed in the DEIR in future revisions.

I write now in hopes that in considering the DEIR and the BHP Billiton project, cooler heads in the State Lands Commission will prevail and that the merits of the project in providing for future natural gas supplies will be given careful consideration. Thank you for reading these additional comments.

Very truly yours,

John H. Kramer
 kramer@pacops.com
 2361 Diamond Head Way
 Oxnard, CA 93036-7765

V035-1

The notices for the public meetings and the information provided at the public meetings indicated that commenters would speak in the order that their requests were received, after elected officials and representatives of government agencies were heard. We regret that you were unable to stay at the meeting to provide oral testimony; however, your submitted written comment carries the same weight as any oral comments provided at public hearings.

V035-1

LNG off the Ventura Coast

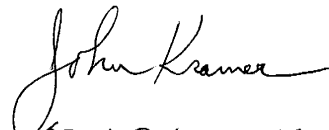
My name is John Kramer. I live in Oxnard. I am a semiretired Petroleum Consultant.
FOR 11 YEARS

I am in favor of the proposed BHP Cabrilloport project. Considering the oft quoted anticipated future growth of Oxnard and Ventura County in general, I think the need for adequate natural gas supplies in the future outweighs the possible downside to an LNG terminal located well off our coast. I can attest that with all the California companies that I have worked for, gas production is declining. While it is true that due to an attractive price operators in the USA elsewhere are drilling for gas, but whether supplies will be adequate for the future is still questionable. An added source would be wise planning to insure against shortages.

LNG technology is well developed and used worldwide. The expertise exists for safe and environmentally sound installations. The US currently has 5 existing terminals and a liquefaction plant in Alaska. In addition 2 more receiving terminals are under construction plus two in Mexico. California and specifically this area should step up to the plate and take on a share of insuring adequate gas supplies for the future. The "not in my backyard" syndrome is not acceptable.

In my opinion the complaints have been *exaggerated* overstated. I have no problem with a 1400psi pipeline into Oxnard. The existing Semptra Energy main lines operate at 1000psi or greater. As for terrorism I think they could easily find targets much more to their liking in this area.

This area needs adequate gas supplies for the future. The Cabrillo port will help insure that.



*2361 DIAMOND HEAD WAY
 OXNARD, CA 93036*

V245-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

V245-1

V245-2

Section 1.2.3 contains updated information on natural gas needs in California. Forecast information has been obtained from the California Energy Commission.

V245-2

V245-3

As discussed in Section 2.4.2.1, the maximum allowable operating pressure of the onshore pipeline would be 1,100 psi.

V245-4

Table 4.2-2 and Sections 4.2.6.1 and 4.2.7.6 contain information on the threat of terrorist attacks.

V245-3

V245-5

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

V245-4

V245-5

P256

To view the responses to this letter, go to "Index--Read this First" and select "2006 Letters--Form Letter."

April 19, 2006

Dwight Sanders
State lands commission,
100 Howe Avenue
Suite 100 South
Sacramento California 95825-8202

Re: Stop Cabrillo Port LNG

Dear Mr. Sanders,


Please stop Cabrillo port LNG industrial plant from progressing any further in the permit process. California law prohibits industrial intrusion on highly scenic areas. The last remaining wild areas on the Southern California Coast will be permanently despoiled if this industrial plant is installed. In fact over 10 national parks, national recreation areas, state, city and county parks will be despoiled. This would forever impact the quality of life of the areas residents and negatively impact the millions of visitors who come to hike and enjoy the seashore. In addition, federal and state governments own studies show that this project would:

- result in both short term and long term adverse impacts to the coast and it's residents.
- Increase smog levels (tons of pollutants spewing directly upwind from our houses, beaches and hiking trails.
- contain 14 story high pollution spewing industrial towers with lines of support ships which forever will be our new horizon. This towers will be brightly lit at night being a 24 hour eye sore .
- harbor the possibility of a 14 mile wide explosive flash fire due to an accident of terrorist attack.
- be visible from all elevations in malibu from downtown Malibu all the way to Port Hueneme.
- require a "security zone" of 2.3 miles around it. (to protect from terrorism, accidents etc) which is in the same shipping channel where 10,000. container ships and oil tankers use annually.

There are many more negative impacts than the above "official" ones disclosed by the federal and state study.

PLEASE do not allow this to go forward. We, the citizens of Southern California will fight this project until it is derailed. Our money and time can be spent on projects that truly will improve the quality of life in Southern California rather than just provide an opportunity for foreign Companies to sell us gas that they and we do not need.

Sincerely,


Jeremy Joe Kropschler
35395 Mulholland Hwy. Malibu CA 90265

Carol E. Kurtz and Jack Nicholl

April 28, 2006

Dwight E. Sanders
California State Lands Commission
100 Howe Avenue, Suite 100-South
Sacramento, CA 95825

Re: Revised Draft EIR Re: Cabrillo Port LNG Deepwater Port

Dear Sirs:

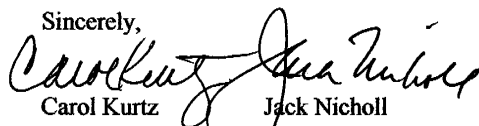
The BHP Billiton proposed LNG terminal (the "Project") is an inappropriate industrial use in a unique, irreplaceable and fragile marine wildlife area and coastal view-shed. It is an ill-conceived policy for this state and this nation to support increased investment in the development of fossil fuels, which is represented by the Project, instead of and replacing increased investment in alternative energy resources and conservation.

That being said, below are two specific examples of inadequacies in the revised draft EIR which concern us:

- Section 4.6. "Air Quality", specifically Section 4.6.2, "Regulatory Setting", demonstrates that the EIR is substantially underestimating the true air pollution impacts from the project. The air quality permit for the project is proposed to be considered as if it were part of the Channel Islands, instead of either the Ventura County Air Quality District or the South Coast Air Quality Management District. This is a fake slight of hand, and foolish, in that the air pollution from this project will certainly affect people in Ventura and Los Angeles counties. State officials should not play along with this charade. The air quality in California, and in specific Los Angeles County, is the worst in the nation. Lung disease, cancer and asthma rates are climbing. The EIR must evaluate the true health impacts from this project on both Los Angeles and Ventura counties.
- Section 4.7. "Biological Resources – Marine" inadequately addresses the cumulative and long-term "thermal" impact on marine life which will be caused by the discharge of heated waters from the operation of the FSRU. While admitting that "existing plankton communities may be affected by the proposed discharge" and that there are no mitigations for the affect (death of plankton and other organisms), the EIR underestimates the long-term damage to the marine ecosystem that will occur both during construction and operation of this facility.

We strongly urge the Commission to either send the EIR back for further revision or to refuse to certify it.

Sincerely,


Carol Kurtz Jack Nicholl

8550 Mipolomol Road, Malibu, CA 90265
Telephone: 310-457-6826; Fax: 310-457-3036;

P220

2006/P220

P220-1

Figure 2.1-2 shows the locations of selected existing offshore industrial facilities and activities, including the coastwise traffic lanes, in relation to the proposed Project. Section 4.7.4 contains information on impacts on marine biological resources and mitigation measures to address potential impacts. Section 4.4.4 contains additional information on potential aesthetic impacts and mitigation measures to address impacts.

P220-2

Sections 1.2.2 and 1.2.3 contain information on natural gas needs in the U.S. and California. Forecast information has been obtained from the U.S. Department of Energy's Energy Information Agency and from the California Energy Commission.

P220-1

P220-2

Sections 3.3.1 and 3.3.2 address conservation and renewable energy sources, within the context of the California Energy Commission's 2005 Integrated Energy Report and other State and Federal energy reports, as alternatives to the Project.

P220-3

The Project has been modified since issuance of the March 2006 Revised Draft EIR. See Section 1.4.2 for a summary of Project changes. Section 4.6.1.3 contains revised information on Project emissions and proposed control measures. Section 4.6.4 discusses the health effects attributed to air pollutants and includes revised impacts and mitigation measures.

P220-3

P220-4

The U.S. Environmental Protection Agency has jurisdiction to administer air quality regulations for applicable Project activities that occur outside of the boundaries of California counties, i.e., at the proposed location of the FSRU. In June 2005, the USEPA notified the USCG that it had preliminary determined that the proposed offshore location of the FSRU would be permitted in the same manner as sources on the Channel Islands that are part of Ventura County.

P220-4

The Project has been modified since issuance of the March 2006 Revised Draft EIR. See Section 1.4.2 for a summary of Project changes. The previously proposed FSRU generator engine cooling system used seawater as the source of cooling water for the four generator engines. The Applicant now proposes using a closed tempered loop cooling system that circulates water from two of the eight submerged combustion vaporizers (SCVs) through the engine room and back to the SCVs, which reduces the seawater intake volume by about 60 percent. The seawater cooling system would

remain in place to serve as a backup system during maintenance of the SCVs or when the inert gas generator is operating. Section 2.2.2.4 contains a description of the proposed uptakes and water uses for the FSRU.

Section 4.7.4 contains information on uptake volumes and potential impacts of seawater uptake and discharge on marine biota, including ichthyoplankton from intake of seawater and, from thermal discharges of cooling water. The ichthyoplankton impact analysis (Appendix H1) includes both literature results and data from California Cooperative Oceanic Fisheries Investigations (CalCOFI) surveys. CalCOFI surveys have been consistently collected over a period of time and are the best scientific data currently available.